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Avion 1977-07-13

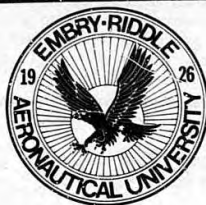
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The Avion

WEDNESDAY, JULY 13, 1977

Volume 26, Issue 4

Regional Airport
Daytona Beach, Florida 32014

PENNINGTON MOVES WEST

By Helmut H. Reda

Steve Pennington, 27, was a graduate from E-RAU with a Bachelor of Science degree in Aeronautical Science in 1975. He has since worked as Airport Supervisor of the Sarasota-Manatee Airport Authority in Sarasota, Fla. And more recently worked as the administrative assistant to Daytona Beach Regional Airport's airport director.

Pennington has most recently been appointed as the new airport manager for the Rock Springs City-County Airport, Rock Springs, Wyoming.

The announcement made June 8 by the Rock Springs Airport Board acknowledged

that Steve was selected from 80 applicants from all over the country.

The search for this position began five months ago when Kent Wachtel resigned from his position in early March.

The booming town of 38,000 is located in the middle of a large coal reserve in Wyoming. Its population has tripled in the past four years and is expected to become even larger.

In order to handle this new growth the airport will be expanded by adding a new runway and terminal building.

The Avion Staff wishes the best of luck to Steve and the pursuit of his career.



As of the Fall Trimester, The Veterans' Affairs Office will be located in the Records and Registration Section of the University, Administration Building.

Eunice Richardson
Coordinator, Vets' Affairs

PILOTS BEWARE

The National Transportation Safety Board, as part of a campaign to improve air safety, today cited the case of a pilot who lost his license for failure to obey instruction from Air Traffic Control.

The pilot, flying a Piper aircraft, contacted the control tower at New Haven, Connecticut Airport on September 22, 1975, and reported his position as six miles east of the field.

The pilot was told by ATC to report to the tower on a left down wind for Runway 20. Contrary to the instructions, the pilot did not report on a down wind leg, but instead reported when he was approximately one-half mile out on final approach to Runway 20.

Meantime, another aircraft, Cherokee N 4435T, had been cleared for takeoff and was taxiing into position on Runway 20. When ATC realized that the pilot of the Piper aircraft was on final, the take-off clearance for the Cherokee pilot was cancelled, and the Piper aircraft was told to go around.

But the pilot of the Piper aircraft told ATC "we're passing by the traffic which is holding short of the runway -- we're going to land." ATC again told the Piper pilot to "go around -- do so right now."

For ignoring ATC instructions, the Federal Aviation Administration revoked the pilot's license. He then appealed the revocation to an Administrative Law Judge for the National Transportation Safety Board. The Law Judge modified the revocation order to provide a

10-month suspension of the pilot's commercial certificate. Both the pilot and the FAA then appealed the Law Judge's decision to the full Board.

In his appeal, the pilot argued that the pilot is the final authority as to the operation of his aircraft, and that a landing over a plane waiting to takeoff. The pilot also claimed that in executing his responsibilities, he is not required to blindly follow ATC instructions -- particularly where the instructions are in his opinion -- unjustified and inconsistent with applicable regulations.

The FAA, in its appeal to the full Board, said the Law Judge's decision to reduce the sanctions against the pilot was not warranted in view of what the agency felt was the deliberate and "reckless" nature of the pilot's violation. The FAA also cited the pilot's prior violation history.

In its opinion and order, the Board affirmed the FAA's decision to revoke the pilot's license. "We can find nothing in the record which would excuse respondent (the pilot) from complying with the tower's instructions," the Board said.

To support its order the Board cited federal air regulations which it said were explicit in "providing that no person may, in an area in which air traffic control is exercised, operate an aircraft contrary to an ATC instruction." It also cited a regulation which provided that "no pilot may, at an airport with an operating control tower, land an aircraft unless he has received an appropriate clearance from ATC."

NEW STAFF AT E-RAU

Embry-Riddle announces two new staff appointments.

Robert W. Pihlaja is Dean of Records & Registration. He replaces Dr. George Pence who is leaving the University to pursue advanced theological studies at the Seabury Western Theological Seminary, Evanston, Illinois.



He is a member of several professional and educational organizations, including the American Association of Collegiate Registrars and Admissions Officers and the American Education Research Association.

Pihlaja lives in Ormond Beach with his wife Kathy, and their 14 month old daughter, Rachael.

Carol Williamson is the Assistant Director of Admissions, a new position at the University.

The Washington, D.C., native came to the University from Daytona Beach Community College (DBCC), where she was supervisor of the DBCC Word Processing Center.

While at DBCC, she also was an instructor in the Business Division and taught evening classes there.

Williamson holds a Bachelor's degree in Psychology from the University of Maryland. She earned her Master of Education degree in Student Personnel Administration from The American University, Washington, D.C.

She is presently serving as Assistant Treasurer of the Daytona Beach branch of the American Association of University Women.

Carol lists jogging, swimming and occasional camping among her hobbies. She lives with her husband, Stephen, in Ormond Beach.



NEW APPOINTMENTS

Robert W. Pihlaja (upper left) is the new Dean of Records & Registration at E-RAU. Carol Williamson is the new Assistant Director of Admissions, a new position at this university. (Photos courtesy of University Relations)

FALL INSURANCE RATES

Student	\$27.00 Per Trimester
Student and Spouse	\$60.00 Per Trimester
Student, Spouse & Dependent Children	\$103.00 Per Trimester
Student & Dependent Children	\$60.00 Per Trimester
Deductible for Illness Claims	\$25.00 Deductible per claim
The above insurance premium rates cover the student up to \$1,000.00 worth of medical bills, according to the Insurance Policy.	
Also available, to the student, is our Optional Major Medical Plan. This plan covers the student, in addition to the Basic \$1,000.00 up to \$5,000.00 worth of medical bills, according to the Insurance Policy. The following are the current rates, these have not been increased.	
Student	\$4.00 in addition to \$27.00 Per Trimester
Student and Spouse	\$9.00 in addition to \$60.00 Per Trimester
Student, Spouse & Dependent Children	\$14.00 in addition to \$100.00 Per Trimester
Student & Dependent Children	\$9.00 in addition to \$60.00 Per Trimester

The increased rates for the Fall trimester are due to the increased medical costs and the high number of claims during the past year.

All students are required to carry health and accident insurance. Students can present evidence of their own medical insurance policy or are required to enroll in the university student insurance plan at registration.

If students have any questions about the student insurance program, please have them contact Angela Wrenn, Student Insurance Clerk, who is located in the Health Service Office in the University Center.

D.V.O.P. ESTABLISHED

The Florida State Employment Service has established a Disabled Veterans Outreach Program (D.V.O.P.) designed to assist Vietnam era veterans. Priority in job placement assistance will be given to Vietnam era veterans who have service connected disabilities. The employment service is charged by Federal law to give priority for referral to job openings, and training programs to veterans, with first consideration given to the disabled veteran.

All services through the employment service are free of charge to the employer, as well as to you the prospective employee.

In order to provide the best service possible we need you, the veteran. There are many avenues open to you as a veteran. We are here to serve YOU, who have served your country. Contact your local D.V.O.P. representative J.S. Haynes or J.M. Patrick at 702 South Ridgewood Ave., Daytona Beach, Florida, or phone area code 904-255-2461 during regular office hours.

Thanking you in advance for your time and consideration.

SECURITY GETS MEDICAL TRAINING

Embry-Riddle's Security staff is upgrading its capability to provide a greater range of services to the campus.

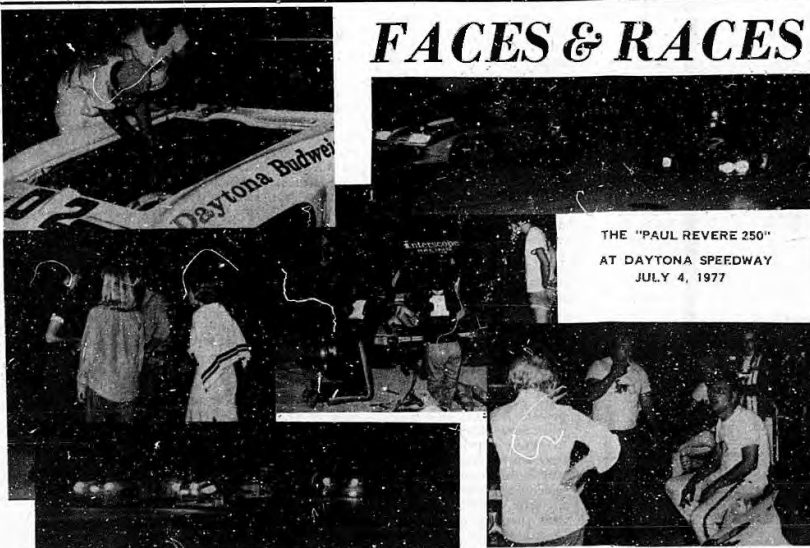
Security staff members are undergoing a 14 week long First Aid course, taught by the local chapter of the American Red Cross. Members of the force completing the training will be fully qualified to provide first aid to victims in a variety of medical emergencies.

Splint setting, bleeding control, artificial respiration, and shock treatment are some of the topics being taught in the course.

Also, the University's Security patrol car will be outfitted with a stretcher and emergency oxygen equipment.

When the Security personnel complete their training and the patrol car is re-equipped, the security staff will be able to provide first aid medical services during on-campus emergencies, and transportation to local hospitals.

FACES & RACES



THE "PAUL REVERE 250"
AT DAYTONA SPEEDWAY
JULY 4, 1977

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OPINIONS

THE OPINIONS EXPRESSED IN THIS PAPER ARE NOT NECESSARILY THOSE OF THE UNIVERSITY OR ALL MEMBERS OF THE STUDENT BODY. LETTERS APPEARING IN THE AVION DO NOT NECESSARILY REFLECT THE OPINIONS OF THIS NEWSPAPER OR ITS STAFF. ALL LETTERS SUBMITTED WILL BE PRINTED PROVIDED THEY ARE NOT LEWD, OBSCENE, OR LIBELOUS, AT THE DISCRETION OF THE EDITOR, AND ARE ACCOMPANIED BY THE SIGNATURE OF THE WRITER. NAMES WILL BE WITHHELD FROM PRINT IF REQUESTED.

EDITORIAL

By Ray D. Katz
AVION Editor

I have a number of things to report this week. First off, though, I'd like to publicly thank President Hunt for answering my request for answers. He took a couple of hours out of his hectic schedule to give me some background history and his personal philosophy in running this university. As in so many cases, things aren't as simple as they seem.

In other developments, it seems that the Administration is actively working on some programs to improve the quality of life here on campus. One of the school's strongest supporters, Tine W. Davis, has set up a trust fund to build a swimming pool, and plans are being worked on. The AVION will have more info on this in the future. Along these same lines the Activities Office has proposed that an Equipment/Field House be set up - and they're looking for the money to fund it. And here again student apathy raises its ugly head. The activities office would like to know what kind of equipment the students want. So I recommend to those of you who have any special interests (weightlifters take heed - they're considering purchasing some Nautilus equipment) let the Activities office hear from you.

I don't want to be accused of biting the hand that feeds me, but the SGA has some problems. These problems first came to my notice when the Phoenix started having its own problems. Nothing wrong there, but, had the SGA shown a little more interest sooner, they might have a yearbook to show for it. Then I hear a rumor being circulated that to prevent these problems from recurring the SGA wants to handle not only the Phoenix's books, but also mine. This is where I snap. SNAP, GRRR, GROWL!!! The fact is that my predecessor ran a tight ship, and that I intend to follow in his footsteps. Anytime, anyone from the SGA, or anywhere for that matter wants to go over my books they are more than free to. Then, I started inquiring, and I find that the SGA books are in such a state of disrepair that the interim treasurer will probably spend the next month just trying to figure out how much money the SGA has.

The moral of the tale is this: "If as a student you wonder where your \$11 SGA fee is going, or you wonder why you haven't received a yearbook, or why there aren't enough Avions to go around, or why the social functions seem flaky, then it is time for you to get up off your dead duff and get involved. The few active people on this campus can't be expected to carry the rest of you by themselves. We have problems, we need to solve them, and we need your help."

Ray D. Katz

AVION STAFF

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PHOTOGRAPHY EDITOR.....	BILL DOLLAWAY
PHOTOGRAPHERS.....	VACANT
ADVISOR.....	LEE HANSEN
SECRETARY.....	JEAN SHYDER

Wednesday, July 13, 1977

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letters to the editor

I am a senior engineering student and currently enrolled in my third and final work period as a co-op at NASA-Langley Research Center.

My problem is this; I cannot understand why co-ops are charged \$150 (plus various fees putting the bill at just over \$200) to be allowed to work. I've talked with many other students from various schools - none of whom get charged for working. I imagine that the administration will counter with - since we get credit, we should be charged. The credit that we get is not (except in rare instances) applicable to our degree.

I could understand a \$10 paper pushing fee but \$200 is a bit much.

I would appreciate hearing a valid reason for this charge because it appears as though it is just another way to get money out of the students.

Bradley J. Vincent

July 5, 1977

In answer to Brad Vincent's letter, on Feb. 11, 1976 Brad and other Co-op students received a memorandum addressing the Co-op administrative fee. Essentially it stated as follows: A \$150 administrative fee is billed to each student that has a co-op job. This fee is not for tuition. It helps pay for administering the co-op program.

In 1974 the University decided to apply for grant funds from the U.S. Department of Health Education and Welfare to expand and strengthen the Co-op program. The intent then, as now, was to have funds to meet this goal requires increasing program staff this year, assuming we are successful in obtaining our third grant, and growing the program to 500 placements, one student co-opping for one trimester during fiscal year 80/81. As you can see, we have a long way to go but have made a sizeable start with some 100 placements during the second grant period.

In addition to the above fee, the university also bills off-campus co-op students \$10.00 of the normal \$25.00 Student Service Fee. This fee covers such items as course changes, graduation, degree program change, etc. It does not cover mail box or Avion costs.

Brad also mentioned degree program credits. A student may earn up to 12 credits towards his/her degree program in the area of open general electives. In the case of Airport Management Area of Concentration two co-op work periods are required. A number of degree programs have open general electives that these credits can be applied to with the consent of the appropriate Co-op Faculty Advisor who is responsible for grading and issuing degree credits so earned.

One last comment. A student co-opping can receive as many as four benefits: 1) experience related towards degree/course, 2) degree credits, 3) career information, and 4) earn while learn. Of these the first is the most important. A nationwide survey completed in 1975 shows a Co-op student has these advantages:

* 13 to one advantage in getting a job.

* 9% higher starting salary.

* 1st good promotion in two years versus three for non-co-ops.

* faster movement into supervisory and managerial positions.

I hope the above helps clarify Brad's concerns and provides a better understanding of the fee situation.

Warren A. Mesmer
Career Center Director

I attend a state university where literally thousands and thousands of students use the library daily. I visited your library one day while waiting for someone to finish class. During that time I attempted to study.

I suggest that you impress upon your students that the library is NOT a social hall. The UC is only a few steps away. The chatter and conversations going on are totally ridiculous. USF's librarian keeps her thousands of students quiet. I can't see why your handful of students can't be taught some respect for their fellow students.

Many of the E-RAU students have mentioned this to me, so some of them must want to use the library as a place to study.

June 24, 1977

RESPONSE

The E-RAU Media Center is here for the use of all students. Since it is not possible for us to monitor the area like a high school study hall we depend on your cooperation to make it a desirable place to study. On rare occasions we find it necessary to handle problem noise, but this is the exception rather than the rule. Most students are aware that they might be disturbing others and peer opinion is a far more effective control. This is our opinion - what's yours?

Judy Luther
E-RAU Librarian

MANDATORY TUTORING or RIP-OFF OF THE MONTH

By Michael with a "J"

A lot of complaints have appeared on these pages in regard to payment of student service fees, SGA fees, and lab fees. In this article, I want to single out the Physics Department for the "fine" system of lab instruction they've developed.

To my understanding a lab session is supposed to take the theory of the classroom and show how it can be applied practically. The purpose is to show the student that the theory works under actual conditions.

With the exception of less than a handful of experiments (most of which don't work), the lab sessions consist of nothing more than a tutorial review of the classroom lecture. While this may be of benefit to the student who needs the extra tutoring, what about those of us who don't need it? To top it

off - attendance is taken and affects the lab grade!

This "lab" requirement, imposed on us by the Physics Department, is an insult to me as well as my wallet!

So, congratulations Physics Dept. - you have certainly earned the RIP-OFF of the MONTH AWARD.

Dear Editor:

The purpose of this letter is to interest your readers in assisting the education of young Filipino students here at Central Mindanao University. In common with most university students in the Third World, they do not have access to as many reference books as they need.

The campus is located in a remote area. The students come from all parts of the Philippines to study Agriculture, Arts and Sciences, Home Economics, Engineering, Education, Forestry and Veterinary Science. Gaining an education here will change their entire lives. It is difficult for them financially to attend the university. It requires almost 1,500 pesos a year (\$200 for their university fees, hospital and laboratory fees, etc. and to buy their food. Many students cook their rice, "bagoong" (salted fish), vegetables, plantains, cassava, or camote (sweet potatoes) over a wood fire and manage very well.

Though this is tropical paradise, with coconuts, cane, cattle, carabao, corn, citrus, rubber and tropical fruits abounding, there is not enough money for most parents to afford to send their children through the university. It is a bitter struggle, but the rewards are worth it. In common with young American men and women, they want to marry, raise children, be leaders and help their country. An education is almost their only hope to better themselves.

Should there be individuals, clubs, fraternities, sororities, or others who wish to send used books to Central Mindanao University they can easily send them by U.S. Mail (surface mail) in sacks of not more than 66 lbs. each. The books (any good books, especially texts, references, novels, books on hobbies, mechanics, history, math, etc.) should first be wrapped in paper and bundled up to 22 lbs./bundle and addressed to Attention: KERMIT HANFORD ADAMS, Central Mindanao University, Musuan, Bukidnon, 8213, Republic of the Philippines, then placed in a stout sack. The Post Office will show you how to tag them. The cost? About \$15 per 66 lb. bag. When the donations arrive, I will write to let you know of their arrival.

Should any of your readers ever come to this tropical Shangri-La, I am certain you will receive a cordial welcome from these Filipino islanders. They are one of the most warm, hospitable people on earth.

Sincerely,
Kermit Hanford Adams
Institutional Development Consultant, Central Mindanao University, Musuan, Bukidnon 8213, Republic of the Philippines.

FEEDBACK

In the last issue of the AVION, J. Wilson wrote a letter asking why the Student Service Fee was increased from \$25.00 to \$50.00. Additionally, he asked about the swimming pool.

As to the Student Service Fee, it now costs more to offer these services. When the cost of the following services are totaled together, the expense is greater than \$50.00 per student per trimester. These services include, for example, the elimination of the Add/Drop Fees, Athletics, Counseling, Health, Financial Aid, Career Center, Student Activities, Mail Room, Dean of Students and Vice President of Student Affairs' operations. Since these services are available, you should utilize them. For further information regarding the Student Service Fee, contact the Vice President of Student Affairs.

Regarding the question about a swimming pool, Mr. Robert Vandiver of the Plans Office, Chairs an Ad Hoc Committee investigating the cost. An S.G.A. member is a voting representative to this Committee and attends the meetings. Mike Gearing (Box No. 2197) is now this representative and

all questions regarding the progress of the Committee can be directed to him.

Sam Stack
Director of Student Activities

Camellia Court Apartments have no vacancies at the present time (all are leased; some have paid in advance and will take occupancy the first and middle of July). They are planning to build 20 more in three to four months; and already have waiting list.

As present there are a couple of apartments leased by married E-RAU students.

* Their rental terms are: \$170.00 first month's rent \$170.00 last month's rent \$170.00 security One year's lease

These apartments are all one bedroom, unfurnished and rent for \$170.00 per month, plus utilities.

* These terms are in line with many of the better local apartment complexes.

The Off-campus Housing Secretary has had no feedback from any students having been refused an opportunity to rent. Dr. Jeffrey Ledewitz
Vice Pres. of Student Affairs

HERE I COME WITH....

By Felix A. Garcia

New demarcations and traffic signals have been placed at the parking lot of our university. As you have seen, we now have to drive in only one direction when looking for a good place to park our cars. Not much problem for the motorcycles and bicycles. At present, there is no trouble to find a spot for parking like before, but let's wait till next fall to see what happens when a lot of students will be back from summer vacations and encounter the new main parking lot design.

Despite all the signals and bumps used to make everybody drive their vehicles as the vehicles should be driven, I still have seen some irregularities and/or violations to the traffic regulations established within E-RAU campus. They are: speeding, failure to yield the right of way to others, many guys still don't know how to park a car properly, and

other irregularities.

In this opportunity I want to bring this situation to the attention to the E-RAU personnel in order to reduce the probability of any potential accident that could occur on campus.

Here are examples of potential accident areas.

In the morning, before 8 a.m. one of the two lanes going out of the main parking lot to Clyde Morris Boulevard is used to "go in", a few days ago we almost had a head-on collision in that lane.

When you stop your car before entering Clyde Morris Boulevard, then you see to the right for vehicles coming but you look more carefully to the left because you want to turn right to go south. Then you start turning right into the right or left to the left lane and you are caught by a near-collision with a bike rider or

Cast Set for

"The Unsinkable Molly Brown"

"THE UNSINKABLE MOLLY BROWN, the musical to be staged this summer at the Daytona Playhouse is entertainment for the whole family. A large cast of area performers under the direction of Ray Jensen to present this rousing musical beginning July 22nd.

In the title role, Leigh Finer is fulfilling a personal dream to portray a woman she greatly admires. Audiences will remember Leigh's performances in "Sweet Charity", "Camelot" and "Showboat". Although she considers "Molly" her first real lead, Leigh has a lot of musical experience and talent.

Appearing opposite Leigh is Guy Peshek, Jr. Guy prefers playing guitar and writing songs but also has a personal interest in the role in which he appears. Guy has appeared in musicals at DBCB, but this will be his first appearance (and first lead) at

the Playhouse.

In other featured roles are Steven Harris, Bill Bolding, Danny Rosenbaum, Jim Kirby, Terry Hefflin, Eli Sherman, Mann, Robin Bolb, Florence Thust, Louise Benson and Louis Rego. A large chorus includes Ann Henderson, Pamela Hurst, Mary Anne Konz, Raynell Simpson, Linda Swart, Amy Voelker, Stacey Williams, Amy Bown, Sharon Copeland, Kim Dexter, Marilyn Annaheim, Leslie Wise, Laura Antonopoulos, Mark Thust, Marc Ossinsky, Jim Morris, Chad Jordan, Jim Pinkstaff and Sally Thust.

Dick and Laura Vaughan are producing the show. Musical director is Richard Martarano and choreographer is Clark Winchester. The Box Office will open July 18th from 1 to 5 p.m. for reservations and information. The number is 255-2431.

MAINTENANCE NEWS

Lake Tahoe, Nev., June 20 - A new Flight Eagle aircraft tire providing longer wear, better runway handling and lower costs per landing for corporate jets was introduced today by Goodyear.

Bearing the emblem of the American Eagle, symbol of quality in Goodyear tires for nearly 50 years, the new tire was designed with the aid of a computer to be more rugged and durable than previous Goodyear corporate jet tires. "Every tire in Goodyear's corporate jet line was evaluated for wear, traction and speed ratings," said Robert W. Clark, Goodyear Aerospace vice president. "The design and performance factors were then fed into a computer and the computer solutions were applied to the design of a whole new series of corporate jet tires."

For better performance during high-speed takeoffs and landings and longer wear, the new tire has higher tread shoulders than previous Goodyear corporate jet tires, Clark told the Aircraft Distributors and Manufacturers Association here.

Tread wear and runway handling are further improved by deeper tread grooves to channel away water and prevent hydroplaning, a tread made of new rubber compounds and new three and four groove

tread designs.

Under the tread is a body made of fifth-generation nylon 25 per cent stronger than the first nylon materials used in aircraft tires and a new butyl liner for improved air retention.

The Flight Eagle is available in 10 sizes initially to fit many corporate jets, at no increase in cost over previous Goodyear tires in the same size: -18x55-8, 8- and 10-ply ratings, jarjet main wheel. -17x55-7-8, 12-ply rating, Learjet main wheel. -18x55-7-8, 8-ply rating, Falcon nose wheel. -22x55-12, 8- and 10-ply rating, Falcon and Sabreliner main wheels. -26x65-14, 14-ply rating, Sabreliner main wheel. -22x80-10, 10-ply rating, Citation main wheel. -26x65-6, 10-ply rating, Falcon 20 main wheel. -24x55-16-13-13-ply rating, Gulfstream II main wheel. -18x44-10, 10- and 12-ply rating, Learjet, Citation, Jetstar and Sabreliner nose wheels. -21x72-10, 8-ply rating, Gulfstream II nose wheel.

The Flight Eagle line will be expanded to include all current Goodyear corporate jet aircraft tire sizes, with new sizes introduced as soon as they are qualified and released for production.



CAREER PLANNING AND STUDENT PLACEMENT

Cooperative Education

Positions Available for Fall 77

MANAGEMENT

City of Tallahassee, Department of Transportation
Position available: Public Transportation Specialist
Requirements: Currently enrolled in the Aviation Management or Aeronautical Science program.
Salary: Approximately \$150.00 per week.

ENGINEERING

Naval Surface Weapons Center
Dalgreen, Virginia
Position available: Engineering
Requirements: Currently enrolled in the AE program
Salary: Approximately \$120.00 - \$220.00 depending on total amount of schooling.

Grumman American Aviation Corporation

Savannah, Georgia

Position available: Engineering
Requirements: Currently enrolled in the AE program
Salary: Open (Approximately \$130.00 per week)

MAINTENANCE

Ueding Flying Service
Vincennes, Indiana
Position available: A & P Mechanic for mechanic rebuilding of agricultural aircraft.
Requirements: Enrolled in the A & P program, and A & P license would be helpful, BUT is not mandatory. Some aircraft maintenance, military, civilian experience helpful.
Wage: \$2.30 to \$3.00 an hour with time and a half over 40 hours.

RED AIRCRAFT

Ft. Lauderdale, Florida

Position available: Mechanic
Requirements: Student with an A & P rating. Types of aircraft he will be working on, Cessnas, Cherokee, Aztec, Navajos.
Wage: \$150.00 per week.

Grumman American Aviation Corp.

Savannah, Georgia.

Position available: product support
Requirements: Student currently enrolled in the A/CET or MT program. Duties include structural work, close tolerance, working with hands.
Wage: Approximately \$3.00 per hour.

Atlantic Aero., Inc.

Greensboro, North Carolina

Position available: Mechanic
Requirements: Prefer A & P license, but not mandatory. Essential that student has had some type of mechanical experience or has mechanical aptitude. Aircraft: Shrike, Cessna 210s & 310s.
Wage: \$3.00 per hour.

Wyman Pilot Service

Pontiac, Michigan

Position available: Mechanic
Requirements: 1) Student with Airframe rating (sheet metal work). 2) Student with Powerplant rating.
Salary: \$3.00/hr. with increases to \$4.00.

Air North, Inc.

Burlington, Vermont.

Position available: maintenance in general aviation
Requirements: Student working toward A & P license
Wage: \$3.50/hr (\$4.50/hr if you have an A & P license)
Aircraft: Otters, Cessna Citations, Jets, DeHavilland DHC, King Airs, etc.

If you are interested in any of the above positions, now is the time to act. Contact Marlene Via, career Center, University Center, or call extension 302.

ROTC GRADS-- What They Do Now

Three Reserve Officer Training Corps, E-RAU graduates are now working in unique and important aeronautical/aviation fields now. All three are members of the U.S. Air Force.

First Lieutenant Gary L. Mullen is a KC-135 Stratotanker copilot and is assigned to Pease AFB, N.H., with a unit of the Strategic Air Command.

Second Lieutenant Victor J. Vaccaro works as a member of air traffic control at Tyndall AFB, Fla., the 2021st communications Squadron.

The traffic control complex received the Air Traffic Control Complex of the Year award for the Southern Communications Area during the past year.

Previous winners of this award include such aviation pioneers as Glenn Curtiss, Orville Wright, Glenn Martin, Howard Hughes and General H.H. Arnold; and such aircraft as the DC-2, B-52, Boeing 747 and F-16.



FROM THE AVION
STAFF FILES

LONG BEACH, Calif., June 6, 1977 - The board of directors of Martinair Holland has approved the purchase of a fourth McDonnell Douglas DC-10CF (convertible freighter) for its international passenger and cargo operation.

J.M. Schroder, president of the Dutch world wide non-scheduled carrier, said the first jet will be about \$35 million. He said McDonnell Douglas Corporation is scheduled to deliver the aircraft in the fall of 1978.

"This fourth DC-10 will provide the additional wide-cabin capacity needed to meet the predicted growth in Martinair's passenger and freight traffic," Schroder said. "The acquisition continues the airline's program of seeking the most economical and fuel-efficient transport for expansion of its long-range fleet."

By again selecting a convertible passenger-cargo DC-10, Martinair has opted for the operational flexibility this version permits, Schroder said.

"It can be flown in a passenger arrangement or converted to a cargo configuration - whatever the market demands," he pointed out.

Like Martinair's other

DC-10s, the new aircraft will be a Series intercontinental model, powered by General Electric CF6-50C turbofan engines, each producing 51,000 pounds (226,848 N) of takeoff thrust. Food is prepared in a below-deck galley.

In the all-passenger arrangement, the DC-10 will be equipped with 371 seats in a spacious cabin, almost 19 feet (5.7 m) wide. As a freighter, it will carry a maximum payload of 78 tons (70.8 metric tons), stored on the main deck and in the below-deck cargo holds.

Freight is loaded in the DC-10 through a large cargo door, 102 by 140 inches (259 by 355 cm) located in the forward fuselage on the main deck.

The aircraft will contain provisions for use of an on-board system for loading and unloading of cargo independent of airport freight handling equipment. Martinair was the first airline to use such a system in a wide-cabin transport. The Dutch carrier has operated DC-10s since 1973. Arrival of the new DC-10 will enable the airline to remove a convertible DC-8 from operation.

McDonnell Douglas builds the DC-10 at its commercial aircraft production facility in St. Louis Missouri.



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SIGMA CHI

By Mike Roganis

Well, as usual it has been a wild few weeks over at the Sig House. It started last week in Orlando when we received our 4th Petersen Significant Chapter Award in six years. This is the highest award given to a Sigma Chi Chapter.

Many of you might have seen us last weekend as we made a wild effort to sell every last can of beer the Speedway could give us at the Firecracker 400. Although the rain threatened to stop us we paid no attention and continued to sell the slightly wet cans of beer. We also sold umbrellas!

I would like to thank everyone who helped us; it was a real success. A special thanks goes to the sorority who put in an incredible amount of work. Especially Ellen who sold more beer than anyone else that day. She was finally forced into

stopping when she realized it wasn't bear the race fans wanted any more.

Special thanks to J.J. and everyone who helped in the Blood Drive this past week. It was a great success and thank you to everyone who donated.

We also have had two great pool parties the last two weeks. Complimented by a barbeque it proved to be a wild way to spend a weekend.

In social announcements one of our brothers, D.F. proved to us once again that he is not capable of owning a motorized vehicle.

Also brother S.W. announced that he is taking the plunge, memorial services will be in December. And Runor has it that another brother might follow. J.J.?

Enough social news for this week.

By Craig Sabatke
AHP Historian

event of this type at a prestigious aviation university but there's always next time! The group toured the Center facility, received a briefing on ATC employment opportunities and training curriculum, and took advantage of the opportunity to chat at length with controllers. All returned wiser and therefore wealthier for their effort.

Good luck to Mark Cherry and his air show, and Jeff Rubin as newly elected President of the I.F.C.

Thanks to Ken Moore (Morse) for his efforts toward the JAX Center seminar.

AHP

AHP welcomes all to 'B' term. AHP brothers are still hard at work putting together an aviation seminar for teens which is coordinated through the Division of Youth Services. Saturday, July 23 is the date for what is hopefully the first in a long series of seminars which will help fulfill Rho's goal of educating the Daytona Beach community on matters concerning aviation.

Saturday found eight of Rho's finest together at Jacksonville Center for a tour of the facilities. Only two non-AHP people made the trip to JAX, which is not the best showing for a well publicized

WERU

By Michael with a "J"

WERU, the official radio station of E-RAU is pleased to announce technical improvements in the quality of the reception in the U.S. Similar improvements will be made in the dorm and the administration building.

We hope that these improvements will stimulate more of you to listen to the sound of WERU.

In case you don't know of our existence - tune your AM radio dial to 600 and you'll hear good music, up-to-the-minute weather, news, and what's happening around campus.

WERU has received an automation system from WNDB which is valued at \$18,000. More equipment is expected - the kind that will enable WERU to go FM in the near future.

One final note - anyone desiring work at WERU, just stop by at our studios, located on the east side of the UC. No experience is necessary, we will train. This is your chance to really get involved in a student activity. How much can you earn? That depends on how much you value a sense of pride, accomplishment, participation, and professionalism. A jogger suddenly appears in the opposite direction from the traffic flow.

Well, one of these situations became a traffic accident and many of us still remember a severe one which occurred at this intersection three or four months ago. So, let's be careful while driving our vehicles on campus or off-campus, cooperate with everybody, and by all means, let's keep ourselves safe and alive.

ADVISOR

Flap utility, flap function and purpose of flaps are three of the least understood standards utilized in the aircraft on an approach for a landing.

In our three types of single engine aircraft, basically the same type of Frieze flap is used. The Cessna 310 uses a split flap. As far as designs are concerned, they all reflect an engineer's bias, which is influenced by narrow factors. Efficiency, lift-drag ratio, cost of manufacture and maintenance are among them.

On the three single engine aircraft, when the flap is extended, this also extends the wing area slightly. The 172 in particular extends the area about 6 inches aft, converting it from a frize to a semi-fowler type. Their aerodynamic efficiency is not pertinent to this article. Their aerodynamic function and purpose is our only consideration.

First of all let us consider a few basics of aerodynamics: A. Lift is an effect that is 90 degrees to the relative wind at the thickest camber of the mean aerodynamic chord.

B. The mean aerodynamic chord is a straight line between the foremost leading edge and the rearmost trailing edge.

Therefore, if an airfoil profile has its center of lift at 25% of the MAC, when the flaps are extended, the center of lift for the wing ahead of the flap moves to the thickest camber. In the extended flap condition, it may move to 80.65% aft of the leading edge for the Skyhawk, 84.62% aft of the leading edge for the Warrior, and 90.3% aft of the leading edge for the Mooney.

The extended condition results in a compound lift profile. The center of the surface ahead of the aileron remains at its normal position, this being between its foremost and rearmost allowable center of lift. It may now be stated there exists a mean average center of lift that percentage-wise is between the two lift centers. As a hypothesis, let us assume that:

1. The wing area ahead of the flap supports 70% of the gross weight.
2. The center of lift for the wing ahead of the aileron is at 25% of the chord sustaining 30% of the total weight.
3. The center of lift for the wing ahead of the flap is at 85% sustaining 70% of the total weight.
4. The mean average center of lift must necessarily be in the distance between 25 and 85 per cent of the two lifts, it being 70% aft of the 25% C/L or 30% forward of the 85%

Media Center News

Now is the perfect time of the year to enjoy this hot summer weather and pick-up a good book to read. Suggestions! Many new books have been processed in the last few weeks and are on display in the new book rack in the library. Two of particular interest for leisurely summer reading:

Peanut's Jubilee by Charles Schulz - outlines the history and development of the comic strip and features many pages of the adorable peanut crew! Fire and Ice by Andrew Tobias is the story of Charles Revson, and the cosmetic industry he built into the Revlon Empire. Fascinating reading.

For all of you microfilm fans, another microfilm reader-printer has arrived and is ready for use in the periodical rooms.

Riddle Theatre will be showing two very interesting films soon: Fly Away and Quest for Flight. Step out of the heat and into the cool air-conditioned Riddle Theatre for some good viewing - July 14th, 3 p.m.



FLAPS

C/L.

5. If the distance between A and the rudder hinge is 17 feet and the distance to the rudder hinge from B is 14 feet; then the distance from C is two feet, 1.2 inches aft of A or 88 feet ahead of B or 15 feet, 1.2 inches ahead of the rudder hinge.

6. If the C distance is two feet shorter at C from its A position, it is obvious the rudder has lost leverage effect by 2 feet.

7. In a sideslip, it is possible to hold a steeper bank angle with the flaps up than with flaps down due to the C distance to the rudder hinge being shorter.

8. This ABC loss of leverage also applies to the elevator distance.

9. It is possible to raise the nose higher above the horizon with the C lift at A.

10. If the CG is ahead of A and flaps are applied, the nose will go down rotating around the C center of lift axis.

11. The application of flaps creates more lift. Lift however being an area of low pressure is also drag. Therefore, if 70 mph is being maintained on final for a certain elevator position, the aircraft will tend to gain a bit of altitude until the nose goes down.

12. It will be necessary to hold the nose lower for the same air speed due to the increased drag.

13. It can therefore be stated flaps are a means for increasing the gradient of descent for a given air speed.

14. When applying flaps down to 20 degrees there will be a greater lift over drag ratio.

15. When going beyond 20 degrees of flap up to 40 the drag increases over the lift rendered.

16. The stalling speed with flaps down decreases: Cessna flaps up 57 mph flaps down 49 mph. Warrior flaps up 50 kts. flaps down 44 kts.; Mooney flaps up 67 mph flaps down 57 mph.

17. The sensitivity of the rudder and elevators also decreases with the flaps down due to the diminishing air speed.

18. The cross wind component of an aircraft is based on Vso. 2. Therefore, if the prevailing cross wind is within the published cross wind component there is no reason to land with less than full flaps.

19. The only difference in control being: with full flaps you are at the extreme of positive control. With ¼ or less flap percentage there is an override control allowance to deal with

gusts over the component.

20. Although part 23 bases the crosswind component on Vso. 2, most aircraft have a greater allowance such as: 49 Cessna Vso 2 = 9.8 mph manual states 15 kts.

44 Warrior Vso 2 = 8.8 kts. manual states 17 kts.

57 Mooney Vso 2 = 11.4 mph manual does not state.

21. Cessna manual suggests 30 degrees flaps for cross wind landings in normal category.

22. Flaps other than on high performance or military aircraft were never intended to be used as a brake. In 1965 most aircraft had their flap extension speed raised, such as Cessna 172 used to be 85 mph in 1964 - now 100; Cessna 310 used to be 140 mph in 1964 - now it is 180 mph.

23. Good flap discipline for single engine A/C, normal traffic) is not applying flaps until reaching aircraft's best rate of descent air speed.

24. Use flaps only as necessary, such as 20 degrees of flap is desirable on base leg, however, if the aircraft seems to be low, wait until final leg before using more flaps.

25. If flaps are fully lowered and then power has to be increased due to being too low, it indicates poor judgment.

26. When flaps are being utilized, power should not be reduced before full flaps are applied on final. Then power reduction will increase the descent gradient.

27. If on final and full flaps, in the event of underhooking, advance throttle as necessary to get into the airport. However be aware that the power increase resulted from poor flap management.

28. Most aircraft with no flaps applied will stall on the wing tips inboard to the wing root, excepting recent Piper products. When full flaps are utilized, notice that the angle of attack is the angle of the chord line to the relative wind. As a consequence, the flap section has a greater angle of attack than the aileron sections and the stall will begin over the flap section of the wing leaving the ailerons still responsive, although with a diminished effectiveness due to not having reached their critical stall angle.

29. When landing with gusty winds and full flaps it is best to carry some power even in the roundout for the extra power wash gives improved control and sensitivity to the rudder and elevator.

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Model AF to Invade California

More than 1,000 pilots - each backed up with several aircraft, spare parts, fuel, mechanics and helpers - are planning an "invasion" of Riverside, Cal., the week of August 6 - 14, 1977 for the National Miniature Aircraft Championships.

Organized by the Academy of Model Aeronautics, an association of over 65,000 aeromodelers throughout the U.S., and the largest sport aviation organization in the world, the Nationals (or Nats) is the largest of over 1,000 model meets held each year in this country. The 1977 event will be the 51st Nationals, with events to be held at March Air Force Base, Norton Air Force Base, and the San Jacinto Valley. This will be the first California Nats since 1967 and the public is invited to attend the week-long events. Admission is free.

Once regarded as a sport primarily for youngsters, the National Championships now reflect a world-wide trend toward adult participation; over three-quarters of the expected contestants are between the ages of 30-40. The Championships, however, are open to all ages and contestants from 7 to 70 are expected from all 50 states, Canada, Mexico, and other countries.

All categories of miniature aircraft will be represented at the National Championships and all entries must fly. There will be indoor and outdoor types: gliders, gas engine and rubber powered propeller-driven aircraft - even some jet-powered aircraft. Wingspans ranging from less than a foot to over 10 feet are typical, with weights from a fraction of an ounce up to 25 pounds. Over 60 different competition events highlight the championships, including speed, duration, aerobatics, combat, racing and combinations of events.

Flying will consist of several basic types: Free Flight, Control Line and Radio Control. Free Flight aircraft are pre-adjusted to fly a definite pattern, without further control, other than a timer, once launched from the ground. The timer is used to terminate the flight after three to five minutes. Control Line aircraft are flown on a tether, with the pilot in the center of the flight circle controlling speed, height, and direction. Radio Controlled aircraft are controlled from the ground, with the pilot operating a hand-held transmitter. The objective is to duplicate the maneuvers and flight patterns of manned aircraft.

March Air Force Base - 8 miles southeast of Riverside, California - will hold Radio Control and Control Line events daily throughout the entire week of Aug. 8-14. Graceful indoor models will be flown at the Norton Air Force Base - fifteen miles north of Riverside - on Aug. 6-7, while Free Flight and Radio Controlled Sailplanes will fly at the San Jacinto Valley - about 12 miles east of March Air Force Base on Aug. 9-13.

The public is invited to attend what is expected to be one of the largest National Miniature Aircraft Championships ever.

SPACE SHUTTLE FEATURED ON NEW POSTMARK

KENNEDY SPACE CENTER, Fla. - Friday, July 1 initiated the use of a new pictorial cancellation die hub at the Kennedy Space Center Post Office.

Featuring the official NASA logo for the Space Shuttle Program, the die hub is captioned with "For Benefits on Earth." The new die hub will be used continually at the Kennedy Space Center Post Office and during specified periods at a number of locations throughout the country. Other locations and dates of use of the die hub are listed on the attached sheet.

Individuals wishing mail cancelled on the first day of usage of the new die hub at KSC can address requests to; Mail and Distribution Services, AD-CSO-M, NASA, Kennedy Space Center, FL 32899. NASA will accept up to five covers by mail from each person.

Each cover must bear the proper postage in the upper right-hand corner. The top of the stamp should be three-quarters of an inch from the top of the envelope. The address should be in the lower right-hand corner. Each envelope should include a filler of postal card thickness to assure clear cancellations and to prevent damage to envelopes.

Since the Kennedy Space Center Post Office is not open to the general public, there will be an identified drop box in the lobby of the Titusville, Florida, Post Office where mailings can be deposited to receive the cancellation. The mail will be removed from the drop box, taken to the Kennedy Space Center, cancelled and

placed in the mail system. The drop box will be open for an eight-hour period beginning at 8:00 a.m. on July 1, 1977. No hard-back service will be provided.

A U.S. Postal Service announcement of the new die hub emphasized that the machine cancellation is a special cancellation rather than a philatelic cancellation. Mail submitted for cancellation must bear the appropriate rate of postage, and mail may not be held to be canceled on a particular date. Canceled covers will not be returned to customers under cover, and no replacements will be made.

The periods of use of the new die hub at the 19 other locations are July 1 - August 31, 1977; December 1, 1977 - January 31, 1978; March 1, 1978 - April 30, 1978; December 1, 1978 - January 31, 1979 and March 1, 1979 - April 30, 1979.

The 19 other locations are as follows:
Atlanta GA 30304
Chicago, IL 60607

Denver, CO 80202
Houston, TX 77013

Memphis, TN 38101

Minneapolis, MN 55401

New York, NY 10001

St. Louis, MO 63155

Seattle, WA 98109

Boston, MA 02109

Dallas, TX 75221

Edwards, CA 93523

Huntsville, AL 35812

Los Angeles, CA 90052

Miami, FL 33152

New Orleans, LA 70113

Palm Beach, CA 93560

San Francisco, CA 94101

Washington, D.C. 20013

Air Traffic Points to Ponder

* Approximately 70 million flights occur in the U.S. each year. General aviation conducts about 62 million; airlines make about 4.5 million; and the military fly about 2.6 million. This averages to 133 flights every minute of the day and night, year round.

The number of collisions in

flight ranges between 30 and 35 a year, involving 60 to 70 aircraft.

* All aircraft in the U.S. could be in the air at the same time; at the same altitude over the State of Nevada and each would have more than one-half square mile of space around it.

Conquest at Paris Air Show



(Photo courtesy of Cessna Aircraft Co.)

PARIS, FRANCE - Cessna Aircraft Company's new Conquest is making its first public appearance outside the United States at the Paris Air Show.

The new airplane was officially unveiled for aviation writers June 2 by Cessna Chairman Russ Meyer, who flew the Conquest to Paris for the air show. Meyer told the editors the trip from Wichita to Paris was routine and went according to plan, except for a deviation to Shannon, Ireland, for a fuel stop because of heavy jet traffic at 33,000 feet, the Conquest's best cruising altitude.

"After 4.5 hours (1130 nm) of cruising at flight level 330 out of Gander, Newfoundland," Meyer said, "controllers sent us down to flight level 250 because of heavy jet traffic at flight level 330 and Russian rocket exercises in that area."

Meyer said despite these distractions, the Conquest still covered the 4,478 nautical miles from Wichita to Paris in

15.7 hours at an average speed of 285 knots. The trip included stops at Middletown, Delaware for a passenger pick up. Boston, Massachusetts for customs clearance, and Gander for fuel, in addition to the Shannon stop.

The five legs of the trip broke down this way: Wichita to Middletown - 1062 nm - 3.7 hours. Middletown to Boston - 312 nm - 1.2 hours. Boston to Gander - 804 nm - 2.5 hours. Gander to Shannon - 1780 nm - 6.5 hours. Shannon to Paris - 520 nm - 1.8 hours.

Total: 4478 nm - 15.7 hours.

The Conquest's maiden overseas flight marked the longest non-stop trip ever made by a Cessna propeller-driven airplane, using standard fuel tanks.

Meyer said he thought it particularly fitting that Cessna's newest airplane should make its first air show appearance at the world's largest aviation exposi-

tion. "The Conquest will usher in a whole new area of propjet operations at altitudes previously used only by jet aircraft," Meyer said. "In making this trip to Paris, at an average speed of 328 mph, the Conquest traveled six miles per gallon of fuel.

With ten people on board, this performance would yield 60 passenger miles per gallon of fuel, an achievement unmatched by any other jet or propjet aircraft."

Following the Paris Air Show, the Conquest will be used as a demonstrator by Cessna's European Marketing Center in Brussels, Belgium. The airplane will begin a demonstration tour of the eight Conquest dealerships throughout Europe in mid-June.

Another Conquest will make its public debut in the United States June 14 at the Reading, Pennsylvania Air Show. First deliveries of Cessna's new propjet will begin in August.

NASA Selects Boeing as Ground Systems Operations as KSC

NASA has selected Boeing Services International, Inc., Seattle, Wash., a wholly-owned subsidiary of Boeing Aerospace Corp., for final negotiations leading to the award of a cost-plus-award-fee contract to provide ground systems operations in support of NASA launch operations under the management of the Kennedy Space Center, Fla.

Boeing also will provide

some support to Air Force Operations at the Air Force Eastern Test Range and Cape Canaveral Air Force Station, Fla.













The Kennedy Space Center is NASA's East Coast launch site for expendable launch vehicles (Delta and Atlas) and the Space Shuttle scheduled to be launched in 1979.

Services to be performed be-

ginning July 1, 1977 consist primarily of the operation and maintenance of launch systems and facilities. The contractor's estimate of the contract value for the first three years, including the maximum award fee, is approximately \$80,500,000.

Bendix Launch Support Division of Bendix Aerospace Electronics Group, Arlington, Va., was also a bidder.



<div>June 1977</div> <div>SMTWTFSS</div> <div>1234567</div> <div>89101112131415</div> <div>16171819202122</div> <div>2324252627282930</div>							<div>August 1977</div> <div>SMTWTFSS</div> <div>1234567</div> <div>891011121314</div> <div>15161718192021</div> <div>22232425262728</div> <div>293031</div>							<div>1 GRADUATION APPLICATION DEADLINE</div> <div></div> <div>Lambda Chi Meeting 7:30 p.m.</div>																																		
<div>3</div> <div>MASS: 10:30 a.m. Protestant Services 11:15 a.m. -U.C.-CPR</div>							<div>4 INDEPENDENCE DAY University Closed</div> <div></div> <div>SCA BRQ MUSIC & FUN BRQ in Behind Dome, 9 p.m.</div>							<div>5</div> <div>LAST DAY TO ADD COURSES</div> <div></div> <div>ALAA Meeting CPR 7 a.m.</div>							<div>6</div> <div>Scuba Club Meeting CPR-6 p.m.</div> <div>Tubel's Tournament U.C. Pub. 4 p.m.</div>							<div>7 CCO Meeting 4 p.m.</div> <div>Alpha Eta Rho Meeting 8 p.m.-CPR</div> <div>TUITION & FEES PAYMENT DEADLINE</div> <div>Bowling at Halifax Lanes 8:30 p.m.</div>							<div>8</div> <div></div>							<div>9 Vets Club 2nd Annual Party-Force Inlet-Noon</div> <div>Lambda Chi Meeting 7:30 p.m.</div> <div></div>						
<div>10</div> <div>MASS: 10:30 a.m. Protestant Services 11:15 a.m.-U.C.-CPR</div>							<div>11</div> <div>Riddle Skirm Mfg. 7:30-8 p.m.</div> <div>Shooting Club Meeting CPR-6 p.m.</div>							<div>12</div> <div></div>							<div>13</div> <div>Scuba Club Meeting CPR-6 p.m.</div> <div>Pick up in AVION!</div>							<div>14</div> <div>Alpha Eta Rho Meeting CPR-8 p.m.</div> <div>Bowling at Halifax Lanes 8:30 p.m.</div> <div>Pie Throw - U.C.</div>							<div>15</div> <div>Movie: THE FORTUNE</div> <div>U.C. Pub. 8:30 p.m.</div> <div></div>							<div>16</div> <div>Lambis Chi Meeting 7:30 p.m.</div> <div></div>						
<div>17</div> <div>MASS: 10:30 a.m. Protestant Services 11:15 a.m. -U.C.-CPR</div>							<div>18</div> <div>Riddle Skirm Mfg. 7:30-8 p.m.</div> <div></div>							<div>19</div> <div>ALAA Meeting CPR-7 p.m.</div>							<div>20</div> <div>Scuba Club Meeting CPR-6 p.m.</div>							<div>21</div> <div>CCO Meeting -CPR 4 p.m.</div> <div>Alpha Eta Rho Meeting CPR-8 p.m.</div> <div>Bowling at Halifax Lanes 8:30 p.m.</div> <div>Viking Project Lecture U.C. Dining 7:30 p.m.</div>							<div>22</div> <div></div>							<div>23</div> <div>Movie: SILENT RUNNING</div> <div></div> <div>Vets Club 4th Annual Component-Bearer Inlet Noon</div>						
<div>24</div> <div>MASS: 10:30 a.m. Protestant Services 11:15 a.m.-U.C.-CPR</div>							<div>25</div> <div>ACADEMIC COUNSELING FOR FALL TRI</div> <div>Shooting Club Meeting CPR-6 p.m.</div> <div>Riddle Skirm Mfg. 8 p.m. 7:30</div>							<div>26</div> <div>ACADEMIC COUNSELING FOR FALL TRI</div>							<div>27</div> <div>ACADEMIC COUNSELING FOR FALL TRI</div> <div>Scuba Club Meeting 8 a.m.-CPR</div> <div>Pick up in AVION!</div>							<div>28</div> <div>ACADEMIC COUNSELING FOR FALL TRI</div> <div>Alpha Eta Rho Meeting CPR-8 p.m.</div> <div>Bowling at Halifax Lanes 8:30 p.m.</div>							<div>29</div> <div>LAST DAY TO DROP TERM 3 COURSES</div>							<div>30</div> <div>Lambda Chi Meeting 7:30 p.m.</div>						
<div>31</div> <div>MASS: 10:30 a.m. Protestant Services 11:15 a.m. -U.C.-CPR</div>							<div>Shooting Club Meeting CPR-6 p.m.</div> <div>Riddle Skirm Mfg. 8 p.m. 7:30</div>							<div></div>																																		

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FOR SALE-MISC



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SELLING: Red-Cut for \$15. In good condition. Price negotiable. Contact Amanda at 252-8417 in evening.

FOR SALE: 4 better jet blades. New E-48 type computer, seaplane and some old aviation items too. For further information: Call 253-3259.

WELDING and PRECISION MACHINE SHOP WORK. Reasonable rates or willing to barter. Contact Ray Kain at the AVION office, or leave a message.

WANTED-MISC



WANTED: A 1976 PHOENIX Yearbook. If you have one you don't want and want to sell or give, contact the Phoenix office at Ext. 314.

RIDE WANTED: To any part of Kansas or Missouri. Want to leave near end of September. Contact Brocky Martin at 255-8131, Ext. 276. Can be reached at this number from 8-11 a.m. 14-F.

Tune-ups and Brake work: Reliable work and reasonable rates. Contact Fred at Box 2228. Leave a means of contacting.

FOR RENT
MOBILE HOMES & HOUSES

MOBILE HOME FOR SALE: "72" Buddy, 12' x 44', 2 bedroom: completely setup with kitchen, patio covered & A.C. \$3,600. negotiable. Call 677-0646.

WANTED: 1 roommate for June-Aug. \$22.50 + utilities for furnished mobile home (60') contact Brad King ERAU Box 4022 or Tel 761-1825 (So. Daytona) after 9 p.m.

EMPLOYMENT
HELP WANTED

SECRETARY BUSINESS AFFAIRS WANTED: Responsible to the Executive Vice President, the Director of Business Administration, Director of Facility Plans, and Program and Director of Personnel Services. Excellent salary, benefits, and growth opportunities. Contact Personnel office if you would like to be considered.

SECRETARY WANTED - For Student Government Association. Stop by the SGA office, or see Irene, secretary in Student Activities.

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